



MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

Main Office

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Los Angeles, California
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Orange County: Chris Norby, Orange County • Christine Barnes, La Palma • John Beauman, Brea • Lori Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Leslie Dalgie, Newport Beach • Richard Dixon, Lake Forest • Paul Glau, Laguna Hills

Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

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Ventura County: Judy Mikelis, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

NOTE CHANGE IN MEETING TIME

Thursday, March 1, 2007

10:00 a.m. – 10:45 a.m.

SCAG Offices

818 West 7th Street, 12th Floor
Conference Room Riverside A
Los Angeles, CA 90017
213.236.1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at 213.236.1993 or salcido@scag.ca.gov

Agendas and Minutes for the Energy and Environment Committee are also available at:

www.scag.ca.gov/committees/eec.htm

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Energy and Environment Committee Membership

March 2007

*Washburn, Dennis, **Chair***
*Clark, Margaret, **Vice Chair***

Calabasas
Rosemead

Members

Bertone, Denis
Brennan, Brian
Campbell, Todd
Carrillo, Victor
Carroll, Stan
Cook, Debbie
Eaton, Paul
Forester, Larry
Gafin, David
Hanks, Keith
Harrison, Jon
King, Dorothy
Lilburn, Penny
Marchand, Paul
Nelson, Larry
Olivas, David J
Uranga, Tonya Reyes
Van Arsdale, Lori
Young, Toni
Zine, Dennis

Representing

SGVCOG
VCOG
Burbank
Imperial County
La Habra Heights
Huntington Beach
Montclair
Signal Hill
Downey
Azusa
Redlands
Gateway Cities
SANBAG
Cathedral City
Artesia
SGVCOG
Long Beach
Hemet
Port Hueneme
Los Angeles

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

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TIME

*“Any item listed on the agenda (action or information)
may be acted upon at the discretion of the Committee”.*

1.0 CALL TO ORDER & PLEDGE OF
ALLEGIANCE

Hon. Dennis
Washburn, Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Items

4.1.1 February 1, 2007 Minutes
Attachment

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4.2 Receive and File

4.2.1 2007 State and Federal Legislative Matrix
Attachment

4



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

		PAGE #	TIME
5.0	<u>ACTION ITEMS</u>		
5.1	<u>Addendum to the 2004 Regional Transportation Plan Program Environmental Impact Report for the Administrative Amendment (Gap Analysis)</u> Attachment Staff will report on the proposed Addendum to the 2004 RTP PEIR for the proposed Administrative Amendment (Gap Analysis) Recommended Action: Recommend That the Regional Council approve the Addendum to the 2004 RTP PEIR for the Administrative Amendment (Gap Analysis).	Jennifer Sarnecki SCAG Staff 12	10 Minutes
6.0	<u>INFORMATION ITEMS</u>		
6.1	<u>Green Energy Summit</u> A summary will be presented on the up-coming Green Energy Summit.	Lynda Paxton, Solid Waste Task Force	10 Minutes
7.0	<u>SOLID WASTE TASK FORCE REPORT</u>	Hon. Toni Young, Chair	
8.0	<u>WATER POLICY TASK FORCE REPORT</u>	Hon. Dennis Washburn, Chair	
9.0	<u>CHAIR'S REPORT</u>	Hon. Dennis Washburn, Chair	



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

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10.0 STAFF REPORT

11.0 FUTURE AGENDA ITEMS

Any Committee members or staff desiring to place items on a future agenda may make such request.

12.0 ANNOUNCEMENTS

13.0 ADJOURNMENT

The next meeting of the Energy and Environment Committee will be held on April 5, 2007, at the Los Angeles SCAG Office.



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

Energy and Environment Committee
of the
Southern California Association of Governments
February 1, 2007

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee held its meeting at the Southern California Association of Governments, downtown Los Angeles. The meeting was called to order by Dennis Washburn, Chair. There was a quorum.

Members Present

Bertone, Denis	SGVCOG
Brennan, Brian	VCOG
Carroll, Stan	City of La Habra Heights
Clark, Margaret (Vice-Chair)	City of Rosemead
Cook, Debbie	City of Huntington Beach
Eaton, Paul	City of Montclair
Forester, Larry	City of Signal Hill
Gafin, David	City of Downey
King, Dorothy	Gateway Cities COG
Marchand, Paul	City of Cathedral City
McDowell, Kelly	SBCCOG
Nelson, Larry	City of Artesia
Uranga, Tonya Reyes	City of Long Beach
Van Arsdale, Lori	City of Hemet
Washburn, Dennis (Chair)	City of Calabasas
Young, Toni	City of Port Hueneme
Zine, Dennis	City of Los Angeles

Members Not Present

Campbell, Todd	City of Burbank
Carrillo, Victor	City of Imperial
Hanks, Keith	City of Azusa
Harrison, Jon	City of Redlands
Lilburn, Penny	SANBAG
Olivas, David J.	SGVCOG

1.0 CALL TO ORDER & PLEDGE OF ALLEGIENCE

Hon. Dennis Washburn, Chair, called the meeting to order at 10:05 a.m.

2.0 PUBLIC COMMENT PERIOD

None

3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

It was MOVED (Hon. Larry Forester), SECONDED (Hon. Paul Marchand), and UNANIMOUSLY APPROVED

4.1 Approval Item

4.1.1 Minutes of January 4, 2007

5.0 ACTION ITEMS

5.1 Caltrans Riverside HOV Transportation Control Measure (TCM) Replacement

Jonathan Nadler, SCAG Staff, provided the Committee with a report.

It was MOVED (Hon. Larry Forester), SECONDED (Hon. Toni Young), and UNANIMOUSLY APPROVED.

5.2 2007 Regional Champion Nominations

Hon. Margaret Clark nominated Mike Mohajer.

It was MOVED (Hon. Larry Forester), SECONDED (Hon. Margaret Clark), and UNANIMOUSLY APPROVED.

6.0 INFORMATION ITEMS

6.1 2007 South Coast Air Quality Management Plan

Jonathan Nadler, SCAG Staff, provided a status report. Mark Pisano, SCAG Executive Director, provided additional information.

6.2 **Bond Implementation**

Mark Pisano, SCAG Executive Director, provided information on the bond implementation process. Dan Griset, SCAG Staff, provided information regarding the Water Bond.

Hon. Paul Marchand, Hon. Dennis Washburn, Hon. Margaret Clark, Hon. Dennis Zine, Hon. Toni Young, Hon. Debbie Cook, Hon. Lori Van Arsdale, and Hon. Tonya Reyes-Uranga volunteered to work with Mark Pisano on the bond implementations.

7.0 **WATER POLICY TASK FORCE REPORT**

The next meeting of the Water Policy Task Force is scheduled for February 22, 2007, 10:00 – 12:00 p.m. at the SCAG Office.

8.0 **SOLID WASTE TASK FORCE REPORT**

The next Solid Waste Task Force meeting is scheduled for February 21, 2007, 10:00 a.m. at the SCAG Office.

9.0 **CHAIR'S REPORT**

None

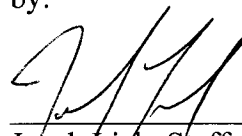
10.0 **FUTURE AGENDA ITEMS**

11.0 **ANNOUNCEMENTS**

12.0 **ADJOURNMENT**

There being no further business, Dennis Washburn, Chair, adjourned the meeting at 11:26 a.m.

Action Minutes Approved
by:



Jacob Lieb, Staff
Energy and Environment

MEMO

DATE: March 1, 2007
TO: Energy and Environment Committee
FROM: Jeff Dunn, Government Affairs Analyst
SUBJECT: 2007 State and Federal Legislative Matrix

BACKGROUND:

The attached legislative bill matrix provides summaries of state and federal legislation relevant to SCAG activities and items of interest.

These legislative bills are organized by subject matter in the following categories: Air Quality, Energy, Environment, Housing, Transportation, Transit, Tribes and Water.

Although it is early in the legislative session, to the extent available the bill summaries include known on-record positions for other statewide organizations following these issues, such as the California League of Cities, California State Association of Counties, CALCOG, and others.

Please feel free to contact me at (213)-236-1880 if you have any questions or wish to discuss any legislative bill or issue.

Att.

FISCAL IMPACT:

This information item has no fiscal impact on SCAG


Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

Private file: AirQuality

CA AB 255 **AUTHOR:** De Leon (D)
TITLE: Air Pollution: Clean Air and Energy Independence Fund
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/05/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
 Creates the Clean Air and Energy Independence Fund and continuously appropriate moneys in the fund to the State Air Resources Board to be used towards specified purposes, including incentives for alternative fuel and alternative fuel vehicles. Increases the smog abatement fee by a specified amount and could allocate the increase to the Clean Air and Energy Independence Fund.
STATUS:
 02/05/2007 INTRODUCED.

Private file: Energy

CA AB 94 **AUTHOR:** Levine (D)
TITLE: Renewable Energy
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 12/20/2006
DISPOSITION: Pending
LOCATION: Assembly Utilities and Commerce Committee
SUMMARY:
 Revises the intent language so that the amount of electricity generated per year from eligible renewable energy resources is increased to an amount that equals at least 33% of the total electricity sold to retail customers in California per year by a specified date. Requires that each retail seller increase its total procurement of eligible renewable energy resources by at least an additional 1% of retail sales per year so that 33% of its retail sales are procured from eligible renewable energy resources.
STATUS:
 02/01/2007 To ASSEMBLY Committees on UTILITIES AND COMMERCE and NATURAL RESOURCES.

Private file: Environment

CA AB 6 **AUTHOR:** Houston (R)
TITLE: Greenhouse Gases: Market-Based Compliance Mechanisms
INTRODUCED: 12/04/2006
DISPOSITION: Pending
LOCATION: Assembly Natural Resources Committee
SUMMARY:
 Requires the State Air Resources Board to adopt market-based compliance mechanisms to reduce emissions of greenhouse gases.
STATUS:
 02/01/2007 To ASSEMBLY Committee on NATURAL RESOURCES.

CA AB 99 **AUTHOR:** Feuer (D)
TITLE: Vehicular Air Pollution and Clean Alternative Fuel
INTRODUCED: 12/21/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
 Makes legislative findings and declarations regarding the use of clean, alternative fuels. Declares the intent of the Legislature to ensure that no less than 50% of all new cars made available for sale in the state are powered by clean alternative fuels.
STATUS:

	12/21/2006	INTRODUCED.
CA AB 109	AUTHOR: Nunez (D) TITLE: Global Warming Solutions Act of 2006: Annual Report FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 01/05/2007 DISPOSITION: Pending LOCATION: Assembly Natural Resources Committee SUMMARY: Requires the State Air Resources Board to report to the Legislature annually the status and progress of implementing the Global Warming Solutions Act of 2006. Requires the state to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020. STATUS: 02/01/2007 To ASSEMBLY Committee on NATURAL RESOURCES.	
CA AB 118	AUTHOR: Nunez (D) TITLE: Alternative Fuels: Funding INTRODUCED: 01/09/2007 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Declares legislative intent to provide ongoing funding for alternative fuel research, development, and deployment in order to advance the state's leadership in clean technologies, meet the state's clean air and greenhouse gas emission reduction standards, develop public-private partnerships, and ensure a reliable fuel supply. STATUS: 01/09/2007 INTRODUCED.	
CA AB 242	AUTHOR: Blakeslee (R) TITLE: Energy Policy: Emissions of Greenhouse Gases FISCAL COMMITTEE: no URGENCY CLAUSE: no INTRODUCED: 02/01/2007 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Makes legislative findings and declarations regarding the policy and intent of the state with regard to reductions in emissions of greenhouse gases. STATUS: 02/01/2007 INTRODUCED.	
CA SB 19	AUTHOR: Lowenthal (D) TITLE: Trade Corridor: Projects to Reduce Emissions: Funding INTRODUCED: 12/04/2006 DISPOSITION: Pending LOCATION: Senate Rules Committee SUMMARY: Declares the intent of the Legislature to enact legislation that establishes conditions and criteria for projects funded under provisions of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. STATUS: 01/18/2007 To SENATE Committee on RULES.	
CA SB 70	AUTHOR: Florez (D) TITLE: Biodiesel INTRODUCED: 01/17/2007 DISPOSITION: Pending LOCATION: Senate Business, Professions & Economic Development Committee SUMMARY: Specifies standards for biodiesel and biodiesel blends. Requires at least on sign stating the	

concentration of biodiesel. Creates a voluntary CO2 labeling program for petroleum, biodiesel, and finished fuel blends containing biodiesel.

STATUS:

01/25/2007

To SENATE Committees on BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT and RULES.

CA SB 71

AUTHOR:

Florez (D)

TITLE:

Alternative Fuels: Biodiesel

INTRODUCED:

01/17/2007

DISPOSITION:

Pending

LOCATION:

Senate Transportation and Housing Committee

SUMMARY:

Requires all vehicles owned or leased by the state, by a city, county or city and county, or by a mass transit district, that uses diesel fuel to instead use B20 biodiesel fuel or a higher blend of biodiesel. Requires the State Air Resources Board to establish a program to implement and monitor the requirements.

STATUS:

01/25/2007

To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.

Private file: Housing

CA AB 29

AUTHOR:

Hancock (D)

TITLE:

Infill Development: Incentive Grants

INTRODUCED:

12/04/2006

DISPOSITION:

Pending

LOCATION:

Assembly Local Government Committee

SUMMARY:

Requires certain of the Housing and Emergency Shelter Trust Funds to be made available to the Secretary of Business, Transportation and Housing for distribution to designated councils of governments to fund competitive infill incentive grants for local public agencies that meet certain, listed criteria.

STATUS:

02/01/2007

To ASSEMBLY Committee on LOCAL GOVERNMENT.

CA SB 12

AUTHOR:

Lowenthal (D)

TITLE:

Planning and Zoning: SOCAL Association

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

yes

INTRODUCED:

12/04/2006

LAST AMEND:

01/29/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Substantially revises the procedure for the Southern California Association of Governments, or delegate subregion, as applicable, to develop a final allocation plan for distributing the existing and projected regional housing need to cities and counties within the region or subregion.

STATUS:

02/05/2007

In SENATE. Read third time, urgency clause adopted. Passed SENATE. *****To ASSEMBLY.

Private file: Transit

US HR 238

SPONSOR:

Waxman (D)

TITLE:

Funding for San Fernando Valley Metro Rail Project

INTRODUCED:

01/04/2007

DISPOSITION:

Pending

LOCATION:

SENATE

SUMMARY:

Repeals a prohibition on the use of certain funds for tunneling in certain areas with respect

to the Los Angeles to San Fernando Valley Metro Rail project, California.

STATUS:

02/07/2007

In HOUSE. Discharged from HOUSE Committee on
TRANSPORTATION AND INFRASTRUCTURE.

02/07/2007

In HOUSE. Passed HOUSE. *****To SENATE.

Private file: Transportation

CA AB 256

AUTHOR:

Huff (R)

TITLE:

State Highway Operation and Protection Programs

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/05/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Relates to the state highway operation and protection program. Appropriates to the department, from funds in the State Highway Account the amount identified for traffic safety projects.

STATUS:

02/05/2007

INTRODUCED.

CA SB 9

AUTHOR:

Lowenthal (D)

TITLE:

Trade Corridor Improvement: Transportation Project

INTRODUCED:

12/04/2006

DISPOSITION:

Pending

LOCATION:

Senate Rules Committee

SUMMARY:

Amends existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act. Requires a sum to be transferred to the Trade Corridors Improvement Fund. Provides for infrastructure improvements along federally designated Trade Corridors of National Significance. Sets forth the intent of the Legislature to enact legislation that establishes a process for the selection of transportation projects.

STATUS:

01/18/2007

To SENATE Committee on RULES.

CA SB 45

AUTHOR:

Perata (D)

TITLE:

Transportation Funds for Capital Projects

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

12/22/2006

DISPOSITION:

Pending

LOCATION:

Senate Rules Committee

SUMMARY:

States the intent of the Legislature to enact legislation that would establish the application process for allocations from the Transit System Safety, Security, and Disaster Response Account.

STATUS:

01/18/2007

To SENATE Committee on RULES.

CA SB 56

AUTHOR:

Runner G (R)

TITLE:

Highway Construction Contracts

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

01/10/2007

DISPOSITION:

Pending

LOCATION:

Senate Transportation and Housing Committee

SUMMARY:

Declares the intent of the Legislation to authorize a demonstration program that would allow a careful examination of the benefits and challenges of using a design-build method of procurement for transportation projects. Authorizes certain state and local

transportation entities to use a design-build process for contracting on transportation projects. Requires a transportation entity to implement a labor compliance program for design-build projects. Establishes a procedure for submitting bids.

STATUS:

01/25/2007

To SENATE Committees on TRANSPORTATION AND HOUSING and RULES.

CA SB 61

AUTHOR:

Runner G (R)

TITLE:

Transportation: Public Private-Partnerships

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

01/16/2007

DISPOSITION:

Pending

LOCATION:

Senate Transportation and Housing Committee

SUMMARY:

Authorizes the Department of Transportation or regional transportation agency nominating a project to pay a stipend to proposers of a project under certain conditions. Authorizes the department or regional transportation agencies to enter into agreement under which a private entity constructs a transportation project that is operated without the charging of a toll or user fee, but where the private entity receives compensation in the form of a shadow toll or other type of payment.

STATUS:

01/25/2007

To SENATE Committee on TRANSPORTATION AND HOUSING.

Private file: Tribes

CA AB 169

AUTHOR:

Levine (D)

TITLE:

Joint Powers Authorities: Indian Tribes

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

01/23/2007

DISPOSITION:

Pending

LOCATION:

ASSEMBLY

SUMMARY:

Provides that 16 federally recognized Indian tribal governments may participate in the Southern California Association of Governments, a joint powers authority, for specified purposes and subject to specified conditions in the 6 - county region of the Southern California Association of Governments.

STATUS:

01/23/2007

INTRODUCED.

Private file: Water

CA AB 19

AUTHOR:

DeVore (R)

TITLE:

Water Quality: Santa Ana Region

INTRODUCED:

12/04/2006

DISPOSITION:

Pending

LOCATION:

Assembly Environmental Safety and Toxic Materials Committee

SUMMARY:

Establishes the Santa Ana Regional Water Quality Improvement Project and the Santa Ana Regional Water Quality Improvement Board. Authorizes a city or county to allow a discharger within its jurisdiction, upon the request of the discharger, to become subject to regulation by the Santa Ana Regional Water Quality Improvement Board. Authorizes the developer of a development project to agree to pay a fee to the appropriate city or county, based on the acreage and density of the proposed development project.

STATUS:

02/01/2007

To ASSEMBLY Committee on ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.

CA AB 41

AUTHOR:

La Malfa (R)

TITLE:

Water Resources: Bond Proceeds

FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 12/04/2006
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Relates to the Disaster Preparedness and Flood Prevention Bond Act of 2006, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006. Declares that funds derived from these bond acts be expended in the most cost-efficient and effective manner possible.

STATUS:
 12/04/2006 INTRODUCED.

CA AB 141

AUTHOR: Saldana (D)
TITLE: Water Quality: Baja California Border Region
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 01/17/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Declares that it is the intent of the Legislature to enact legislation to improve water quality in the state in the California-Baja border region.

STATUS:
 01/17/2007 INTRODUCED.

CA AB 224

AUTHOR: Wolk (D)
TITLE: Water Supply Planning
INTRODUCED: 01/29/2007
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Requires the Department of Water Resources to prepare and deliver to all State Water Project contractors, all city and county planning departments, and all regional and metropolitan planning departments within the project service area, a report that accurately sets forth, under a range of hydrologic conditions, the then-existing overall delivery capability of the project facilities and the allocation of that capacity to each contractor.

STATUS:
 01/29/2007 INTRODUCED.

CA SB 27

AUTHOR: Simitian (D)
TITLE: Clean Drinking Water: Water Supply Security
INTRODUCED: 12/04/2006
DISPOSITION: Pending
LOCATION: Senate Natural Resources and Water Committee
SUMMARY:

Enacts the Clean Drinking Water, Water Supply Security, and Environmental Improvement Bond Act of 2007 which, if approved by the voters would authorize, for purposes of financing a water conveyance and environmental improvement program, the issuance, pursuant to General Obligation Bond Law, of bonds.

STATUS:
 02/01/2007 To SENATE Committees on NATURAL RESOURCES AND WATER, ENVIRONMENTAL QUALITY and RULES.

CA SB 55

AUTHOR: Florez (D)
TITLE: Water Quality: Sewage Sludge
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 01/10/2007
DISPOSITION: Pending
LOCATION: Senate Environmental Quality Committee
SUMMARY:

Requires a publicly owned treatment works to submit a certification to the regional water quality board that any sewage sludge transferred from a facility for disposal or further processing meets the requirements and standards for any pollutants listed in the waste requirements. Requires such treatment works to submit the certification to any person or facility that accepts sewage sludge from that works for disposal or processing. Authorizes a person or facility for indemnification.

STATUS:

01/25/2007

To SENATE Committee on ENVIRONMENTAL QUALITY.

CA SB 59

AUTHOR:

Cogdill (R)

TITLE:

Reliable Water Supply Bond Act of 2008

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

01/11/2007

DISPOSITION:

Pending

LOCATION:

Senate Natural Resources and Water Committee

SUMMARY:

Enacts the Reliable Water Supply Bond Act, which, if approved by the voters, would authorize, for purposes of financing a water supply program, the issuance of bonds. Requires the Secretary of State to submit the bond act to the voter.

STATUS:

01/25/2007

To SENATE Committee on NATURAL RESOURCES AND WATER.

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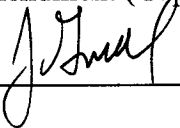
REPORT

DATE: March 1, 2007

TO: Energy and Environment Committee

FROM: Jennifer Brost Sarnecki, AICP, Associate Planner, (213) 236-1829, sarnecki@scag.ca.gov

SUBJECT: Addendum to the 2004 Regional Transportation Plan Program Environmental Impact Report for the Administrative Amendment (Gap Analysis)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Recommend that the Regional Council approve the Addendum to the 2004 RTP PEIR for the Administrative Amendment (Gap Analysis).

BACKGROUND:

In December 2006, staff presented information on the environmental analysis conducted as part of SCAG's compliance with the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU) 23 U.S.C. 134 et seq. Staff is currently requesting the EEC recommend approval of Addendum to the 2004 Regional Transportation Plan (RTP) Program Environmental Impact Report (PEIR) conducted in compliance with Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines Sections 15162, 15163, and 15164 (Cal. Administrative Code, Title 14, Section 15000 et seq.). The Transportation and Communications Committee is currently considering approval of the Administrative Amendment to the 2004 RTP to bring it into compliance with SAFETEA-LU.

When an EIR has been certified and the project is modified or otherwise changed after certification, additional review may be necessary pursuant to the California Environmental Quality Act (CEQA). The key considerations in determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines Sections 15162, 15163 and 15164. As presented in December 2006, SCAG staff determined an Addendum was the appropriate level of environmental review since the Administrative Amendment would not result in substantial changes to the project or new information which would require major revisions to the 2004 PEIR.

The Addendum to the 2004 PEIR was prepared as part of SCAG's effort to bring the RTP into compliance with the planning requirements of SAFETEA-LU. The purpose of the Administrative Amendment is to identify and describe areas where the current RTP (and ancillary documents including the PEIR) either meet or exceed the SAFETEA-LU requirements and areas where the current RTP is being supplemented to meet the requirements. The Environmental Division has provided supplementary documentation for environmental planning, mitigation, and consultation requirements.

SCAG conducted a programmatic environmental assessment of changes documented in the gap analysis pursuant to CEQA. SCAG found that adoption of the proposed amendments would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Specifically, the proposed changes as expressed in the amendment are not substantial changes, and

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would therefore, not require major revisions to the 2004 PEIR. Further, SCAG found that the administrative amendment does not significantly affect the comparison of alternatives or the potential significant impacts previously disclosed in the 2004 PEIR.

SCAG has assessed the administrative amendment at the programmatic level, and found that it is consistent with the analysis, mitigation measures, air quality conformity, and Findings of Fact contained in the 2004 PEIR. Therefore, it was determined that a subsequent or supplemental EIR was not required and the SAFETEA-LU Addendum to the 2004 PEIR fulfills the requirements of CEQA.

FISCAL IMPACT:

Preparation of the SAFETEA-LU Addendum to the 2004 PEIR is covered under the Environmental Planning Staff work element 07-020.SCGS1.

Attachment:

Addendum to the 2004 Regional Transportation Plan (RTP) Program Environmental Impact Report (PEIR)

Reviewed by:


Division Manager

Reviewed by:


Department Director

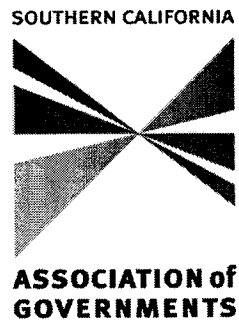
Reviewed by:


Chief Financial Officer

**ADDENDUM TO THE 2004 REGIONAL TRANSPORTATION
PLAN (RTP) PROGRAM
ENVIRONMENTAL IMPACT REPORT (PEIR)**

**SAFETEA-LU Compliance
Administrative Amendment (Gap Analysis) to the 2004 RTP**

March 1, 2007



Introduction

This document is an Addendum to the Final Program Environmental Impact Report ("PEIR") for the 2004 Regional Transportation Plan ("RTP" or "Plan"), prepared and certified by the Southern California Association of Governments ("SCAG") on April 1, 2004, and amended on February 2, 2006 and July 27, 2006.¹

The project is the draft Administrative Amendment to the 2004 RTP to address the requirements of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" ("SAFETEA-LU") (Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839; Aug. 10, 2005). The Administrative Amendment (previously referred to as the "Gap Analysis") is intended to bring the 2004 RTP into compliance with the planning requirements of SAFETEA-LU, which was enacted subsequent to SCAG's adoption of the 2004 RTP. SAFETEA-LU extends the RTP update cycle from three to four years for metropolitan planning areas that are designated as nonattainment or maintenance.

As the Lead Agency under the California Environmental Quality Act ("CEQA") (Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final PEIR to evaluate the potential environmental impacts associated with implementation of the Plan. The Plan is a long-range program that addresses the transportation needs for the six-county SCAG Region through 2030. Although the Plan has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the Plan is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

The Plan includes both specific projects and strategies that address transportation and potential growth patterns. The purpose of the 2004 PEIR is to identify the potentially significant environmental impacts associated with the implementation of the projects, operations, programs, and policies included in the Plan. The 2004 PEIR serves as the informational document to inform decision-makers, agencies and the public of the potential environmental consequences of approving the 2004 RTP.

The 2004 PEIR focused on broad policy goals, alternatives and program-wide mitigation measures (*CEQA Guidelines* Section 15168(b)(4)).² As such, the 2004 PEIR is considered a first tier document that serves as a regional-scale environmental analysis and planning tool that can be used to support subsequent, site-specific project-level CEQA analyses.

Section 15152 of the *CEQA Guidelines* indicates that subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the PEIR. The *CEQA Guidelines* do not require a Program EIR to specifically list all subsequent activities that may be within its scope. If site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, then site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and 15152) provided deferral

¹ The Final 2004 Regional Transportation Plan Program Environmental Impact Report (SCH No. 2003061075) ("Final PEIR" or "2004 PEIR") is incorporated herein by this reference and an electronic version is available at <http://scag.ca.gov/RTPpeir2004/draft/2004/responsecomments.htm>

² Unless otherwise indicated, all citations by section number are to the *CEQA Guidelines* (Cal. Administrative Code, tit. 14, Section 15000 et seq.)

does not prevent adequate identification of significant effects of the planning approval at hand.

Basis for the Addendum

When an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary. The key considerations in determining the need for and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and *CEQA Guidelines* Sections 15162, 15163 and 15164.

Section 21166 of CEQA specifically provides that a Subsequent or Supplemental EIR is not required unless the following occurs:

- (1) Substantial changes are proposed in the project which will require major revisions of the EIR.
- (2) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR.
- (3) New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

An Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

For the reasons set forth in this Addendum, SCAG has determined that an Addendum to the 2004 PEIR is the appropriate CEQA document because the proposed changes to the Plan do not meet the following conditions of Section 15162(a) for preparation of a Subsequent EIR:

- (1) Substantial changes are proposed in the project which will require major revisions in the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

- c. Mitigation measures or alternative previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

While the proposed changes to the RTP may represent “*New information of substantial importance...*” as stated in 15162(a)(3), these changes to the project will not result in one or more significant effects not discussed in the previous EIR, nor result in impacts that are substantially more severe than shown in the previous EIR. No changes to the mitigation measures contained in the 2004 PEIR are proposed.

The conditions described in CEQA section 15162 subdivision (a) have not occurred. As described in the project description section below, no programmatic, operational or project level impacts will result from the Administrative Amendment.

Project Description

An Administrative Amendment is proposed to bring the 2004 RTP into compliance with the planning requirements SAFETEA-LU. Prior to the adoption of SAFETEA-LU, SCAG was required to update the Regional Transportation Plan every three years. SAFETEA-LU extends the RTP update cycle for metropolitan planning organizations (MPOs) from every three years to every four years. The SCAG Regional Council (RC) adopted its RTP in April 2004 and under the new 4-year update provision, SCAG does not need to update its plan until early 2008 (provided that the 2004 RTP complies with SAFETEA-LU).

SAFETEA-LU establishes July 1, 2007 as the deadline by which State as well as MPO plans and programs must comply with these expanded planning requirements. The potential implication of not complying with this statutory deadline is that meaningful amendments to the existing plans and programs may not be allowed until an RTP and Regional Transportation Improvement Plan (RTIP) compliant with the provisions of SAFETEA-LU are in place. For a region as large and diverse as SCAG, this gap between the start of the SAFETEA-LU requirements in July 2007, and the projected date of an updated RTP in April 2008, could jeopardize timely delivery of projects worth billions of dollars. SCAG is thus preparing an Administrative Amendment to bring the current RTP into compliance with the planning provisions of the SAFETEA-LU prior to the July 1, 2007 deadline for full implementation of SAFETEA-LU.

The purpose of the Administrative Amendment is to identify and describe areas where the current RTP (and ancillary documents including the 2004 PEIR) either meets or exceeds the SAFETEA-LU requirements and areas where the current RTP is being supplemented to meet the requirements.

The Administrative Amendment does not include substantial changes to the programs, operations or projects included in the 2004 RTP. Rather, it provides documentation to supplement the RTP, where needed, and suggests additional studies/components for the RTP Update. In the categories where the RTP meets the SAFETEA-LU requirements, the findings from the RTP are restated. In areas where SCAG identified

potential “gaps,” in the RTP, the Administrative Amendment includes a discussion on how the RTP currently addresses the category and suggests how the next RTP Update will address the new SAFETEA-LU requirements. The following description identifies the categories where SCAG augmented the RTP to address SAFETEA-LU.

1. METROPOLITAN AND STATEWIDE TRANSPORTATION PLANNING FACTORS

A. Safety

SAFETEA-LU added a new stand-alone planning factor to “increase the safety of the transportation system for motorized and non-motorized users.” To address this gap, the Administrative Amendment describes the current safety portions of the RTP, including adopted policies and performance measures. For purposes of SCAG’s modifications, safety is defined as “the protection of persons and property from unintentional damage or destruction caused by accidental or natural events.”³ The Administrative Amendment also summarizes the draft Strategic Highway Safety Plan (SHSP) developed by the California Department of Transportation (Caltrans) in September 2006. The SHSP guides safety activities within the State of California regarding all roadway users on all public roadways. Lastly, the Administrative Amendment states that SCAG will incorporate specific action items from the SHSP into the next RTP update.

B. Security

SAFETEA-LU added a new stand-alone planning factor to “increase the security of the transportation system for motorized and non-motorized users.” For purposes of SCAG’s modifications, security is defined as “the protection of persons or property from intentional damage or destruction caused by vandalism, criminal activity or terrorist attacks.”⁴ The Administrative Amendment summarizes the security projects in the RTP. It also describes SCAG’s role in relation to planning for rail capacity, strategic routes in the event of a national emergency, seaports, airports, and international border crossings.

C. Environmental Factors

SAFETEA-LU expanded the environmental factor by adding the phrase “promote consistency of transportation plan and transportation improvements with State and local planned growth and economic development patterns.” The Administrative Amendment reiterates the methodology for the RTP growth projections and subsequent environmental analysis. It also describes the consultation process undertaken during the 2004 PEIR planning process to ensure consistency with local plans and forecasts.

2. ENVIRONMENTAL MITIGATION

SAFETEA-LU requires metropolitan and statewide transportation plans to include a “discussion” of environmental mitigation activities. It further requires that this “discussion” shall be developed with Federal, State, and Tribal wildlife, land management, and regulatory agencies. The documentation provides a summary of the mitigation activities identified in the 2004 PEIR and the expanded consultation

³ National Cooperative Highway Research Program Report 525 Volume 3, “Incorporating Security into the Transportation Planning Process” Daniel Dornan and M. Patricia Maier, 2005.

⁴ National Cooperative Highway Research Program Report 525 Volume 3, “Incorporating Security into the Transportation Planning Process” Daniel Dornan and M. Patricia Maier, 2005.

conducted by SCAG (See Administrative Amendment Appendix D: Expanded Consultation Conducted in October 2006).

3. CONSULTATION AND COOPERATION

SAFETEA-LU requires consultation with non-metropolitan local officials and Tribal governments in the development of the long-range statewide transportation plan and the State Transportation Improvement Program. SAFETEA-LU also requires that Metropolitan Planning Organizations (MPOs) and State Department of Transportations (DOTs) consult with local/State land use management, natural resource, historic and other agencies in the development of transportation plans. The RTP noticing procedures are described in the Administrative Amendment to the RTP. The documentation also describes the environmental workshops held in October 2006 to obtain input on mitigation for the next RTP cycle (See Administrative Amendment Appendix D: Expanded Consultation Conducted in October 2006).

4. TRANSPORTATION FACILITIES

SAFETEA-LU requires the inclusion of operations and management strategies in metropolitan transportation plans and long-range statewide transportation plans. The Administrative Amendment includes a summary of the operations and management strategies in the RTP. The work and the details of these investments will be reported in the next RTP update. No new facilities are described or proposed.

Analysis of Impacts

The Administrative Amendment to the RTP does not include substantial changes to the program, operations or projects included in the 2004 RTP.⁵ Rather, it provides documentation to supplement the RTP (particularly in the area of safety and security) where needed, and suggests additional studies/components for the RTP Update. The Administrative Amendment does not go so far as to suggest new policies, procedures or projects. Therefore, the Administrative Amendment is not anticipated to result in substantial physical changes to the environment beyond those already anticipated and documented in the 2004 PEIR. Furthermore, no new impacts or mitigation measures are described or proposed.

Land Use

Potential impacts associated with the Administrative Amendment are consistent with the findings of the 2004 PEIR on land use. The 2004 PEIR analyzed potential impacts of the RTP on land use consistency and compatibility, including the loss and disturbance of agricultural land, open space, and recreational lands. The 2004 PEIR concluded that the RTP would result in significant impacts regarding the loss and disturbance of agricultural lands, the loss and disturbance of open space and/or recreational lands, and inconsistencies with general plans. The analysis in the 2004 PEIR (pp. 3.1-1- 3.1-20) adequately addressed impacts to the region that could result from implementation of the RTP at the program level. The Administrative Amendment represents a relatively minor modification to the entire Plan. Therefore, the supplemental documentation would not result in additional significant impacts beyond those identified in the 2004 PEIR.

⁵ As stated on pages 24-25 of the administrative modification, operations include incident management, traffic control (e.g., ramp metering), traveler information, and operational strategies (i.e., physical improvements to help traffic flow and address bottlenecks).

Population, Housing, and Employment

Potential impacts from the Administrative Amendment are consistent with the findings for the 2004 PEIR. The 2004 PEIR found significant impacts would occur in the areas of growth distribution in vacant areas, displacement, community disruption, and a change in the regional growth pattern.

The Administrative Amendment would result in relatively minor impacts to population, housing, and employment. These impacts are within the range of impacts assessed at the programmatic level in the 2004 PEIR (pp. 3.2-12 – 3.2-16). Inclusion of the supplemental documentation into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Transportation

The Administrative Amendment is not expected to cause significant adverse impacts on transportation. The 2004 PEIR utilized data from the 2030 transportation model output to determine a regional and cumulative level of analysis for the impacts of the RTP on transportation resources. The 2004 PEIR identifies four significant impacts from implementation of the RTP, including increased Vehicle Miles Traveled (VMT), higher average delay, increased heavy duty truck delay and a cumulatively considerable impact on counties outside the SCAG region. Analysis in the 2004 PEIR adequately addressed impacts that could result from the Administrative Amendment at the program level. Incorporation of the supplemental documentation into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Air Quality

The Administrative Amendment is not expected to cause additional significant regional air quality impacts. The 2004 PEIR identified a significant and unavoidable impact on regional air quality, cancer risk increases, and short-term air emissions from implementation of the RTP. A less than significant impact was determined for regional emissions conformity. The RTP appendices contain detailed information on the financial analysis conducted for the conformity analysis, demonstrating the RTP's conformance with federal requirements for financial constraint.

The Administrative Amendment generally describes how the RTP complies with SAFETEA-LU, and provides additional information on safety and security. No new projects are proposed that would result in physical changes to the environment. As a result, the Administrative Amendment will not have impacts on regional air quality. Incorporation of the supplemental documentation into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Noise

The Administrative Amendment is consistent with the findings of the 2004 PEIR on noise (pp. 3.5-14 – 3.5-28). The Administrative Amendment is not anticipated to result in direct construction or operational impacts and would not result in an increase in severity of previously identified significant noise impacts. Therefore, incorporation of the supplemental documentation into the RTP would not result in any additional significant noise impacts beyond those identified in the 2004 PEIR.

Aesthetics and Views

The Administrative Amendment is not expected to cause significant adverse impacts on aesthetics or views. The 2004 PEIR identifies significant impacts on aesthetics and views and a cumulative impact due to increased urbanization in the region (pp. 3.6-11 – 3.6-22). The RTP and 2004 PEIR included elements of the Administrative Amendment in general at a programmatic level. Incorporation of the supplemental documentation into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Biological Resources

The Administrative Amendment is consistent with the findings of the 2004 PEIR on biological resources. The PEIR concluded that implementation of the RTP would adversely affect biological resources. (pp 3.7-20 – 3.7-33)

The Administrative Amendment generally describes procedural improvements and is not anticipated to result in physical impacts from construction or operation. Therefore, incorporation of supplemental documentation into the RTP would not result in any additional significant impacts to biological resources beyond those identified in the 2004 PEIR.

Cultural Resources

The Administrative Amendment is consistent with the findings of the 2004 PEIR on cultural resources. See pp. 3.8-18 - 3.8-24 of the 2004 PEIR. The analysis in the 2004 PEIR adequately addresses impacts that could result from the Administrative Amendment at the program level. The Administrative Amendment would not result in new or significant impacts to cultural resources. Therefore, incorporation of supplemental documentation into the RTP would not result in any additional significant impacts to cultural resources beyond those identified in the 2004 PEIR.

Geology, Soils and Seismicity

The Administrative Amendment is consistent with the findings of the 2004 RTP PEIR on geology, soil, and seismicity (pp. 3.9-16 – 3.9-22). The Administrative Amendment is not anticipated to result in new construction or operational impacts. Therefore, incorporation of the supplemental documentation to the 2004 RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Hazardous Materials

The Administrative Amendment is consistent with the findings of the 2004 PEIR. The 2004 PEIR concluded that the RTP would facilitate the movement of goods, including hazardous materials, through the region (pp. 3.10-6 – 3.10-12). The analysis in the 2004 PEIR adequately addresses impacts that could result from the Administrative Amendment at the program level. Incorporation of the supplemental documentation into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Energy

The Administrative Amendment is consistent with the findings of the 2004 PEIR. The 2004 PEIR concluded that significant impacts would result from an increase in transportation-related energy demands (pp. 3.11-12 – 3.11-16). The analysis in the 2004 PEIR adequately addresses impacts that could result from this project at the program level. Since the Administrative Amendment merely provides supplemental documentation to the RTP, it is not expected to cause significant energy impacts beyond those identified in the 2004 PEIR.

Water Resources

The Administrative Amendment is consistent with the findings of the 2004 PEIR on water resources. The 2004 PEIR identified an increase in impervious surfaces as a significant adverse impact (pp. 3.12-23 – 3.12-29). The analysis in the 2004 PEIR adequately addresses impacts that could result from the Administrative Amendment at the program level. Incorporation of the supplemental documentation into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Public Services and Utilities

The Administrative Amendment is consistent with the findings of the 2004 PEIR for public services and utilities. See pp. 3.13-9 – 3.13-20 of the 2004 PEIR. The analysis in the 2004 PEIR adequately addresses impacts that could result from the Administrative Amendment at the program level. Incorporation of the supplemental documentation into the RTP would not result in any additional significant impacts beyond those identified in the 2004 PEIR.

Comparison of Alternatives

The Administrative Amendment, which includes supplemental documentation to the RTP, would not significantly affect the comparison of alternatives in the 2004 PEIR. The amendment is contemplated within the scope of the programmatic-level comparison among the alternatives considered in the 2004 PEIR: 1) No Project, 2) Modified 2001 RTP Alternative 3) The PILUT 1 (Infill) Alternative 4) The PILUT 2 (Fifth Ring) Alternative. The analysis in the Comparison of Alternatives chapter of the 2004 PEIR would not be significantly affected by the inclusion of supplemental documentation in the RTP. Therefore, no further comparison is required at the programmatic level.

Long Term Effects

The Administrative Amendment is within the scope of the discussion presented in the long-term effects chapter of the 2004 PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts. Unavoidable and irreversible impacts from the inclusion of the supplemental documentation into the RTP are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2004 PEIR.

Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2004 PEIR (pp. 5-1 – 5-14). Overall, the Administrative Amendment is within the scope of the broad, programmatic-level impacts identified and disclosed in the PEIR. Thus, the proposed supplemental documentation is consistent with the findings on long-term effects in the 2004 PEIR.

Conclusion

The proposed Administrative Amendment generally describes procedural improvements and is not anticipated to result in direct construction or operational impacts.

Furthermore, the subsequent RTP Update will include more detail on the new areas and it will be fully assessed by SCAG in accordance with CEQA and all other applicable regulations, including SAFETEA-LU.

The RTP includes hundreds of projects; the Administrative Amendment represents a relatively minor modification to the entire Plan. Lastly, the Administrative Amendment will not have impacts on the fiscal constraint requirements, conformity, or environmental elements of the RTP.

After completing its' programmatic environmental assessment of these changes, SCAG finds that adoption of the proposed Administrative Amendment to the RTP would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed changes as expressed in the Administrative Amendment, therefore, are not substantial changes which would require major revisions to the 2004 PEIR. Further, SCAG finds that the Administrative Amendment does not significantly affect the comparison of alternatives or the potential significant impacts previously disclosed in the 2004 PEIR. As such, SCAG has assessed the Administrative Amendment at the programmatic level, and finds that inclusion of this supplemental documentation is consistent with the analysis, mitigation measures and Findings of Fact contained in the 2004 PEIR. Therefore, a subsequent or supplemental EIR is not required and this SAFETEA-LU Addendum to the 2004 PEIR fulfills the requirements of CEQA.